

Indiana Railroad Programs:

Passive Grade Crossing Program

Since 1997, more than \$1.5 million in state dollars have been made available to local units of government and railroads operating in or through the State of Indiana to provide improvements at passive rail-highway intersections. These are crossings without automatic (train activated) types of warning devices.

Thirty-six Indiana counties have benefited from the program, which funded more than 2,000 passive grade crossing improvements. A few improvement types eligible for reimbursement include advance warning signs, pavement markings and sight obstruction removal.

Industrial Rail Service Fund

The INDOT Rail Section has provided loans and grants to numerous Class III railroads and municipal port authorities (city or county operated railroads) over the past 20 years. The funds help the railroads purchase or rehabilitate railroad tracks. The fund has also been used to assist with the Lafayette Railroad Relocation Project. This project has eliminated 42 grade crossings in Lafayette. The following loans/grants have been provided over the last three years:

Railroad Quick Facts



- Approximately 113,750 freight trains move through Indiana every year
- Forty railroads operate within the state
- Railroads operate on approximately 4,200 miles of track statewide
- Each day approximately 32,000 rail carloads of freight are moved over rail lines
- One rail carload carries the equivalent of two and a half semi-trailer loads
- Railroads provide annual economic benefits to shippers of approximately \$2.1 billion in transportation cost savings
- Primary commodities moved by rail through the state include coal, grain, steel, manufactured products, plastics and chemicals
- There are approximately 6,500 public rail-highway crossing intersections
- More than 1,000 Hoosiers are employed at the Amtrak maintenance facility in Beech Grove

Total Funding Provided:

Fiscal Year	Number of Loans and Grants Provided to Class III RR's, Port Authorities and Cities	Total Amount Provided
1998	1 loan/4 grants	\$1,665,125
1999	3 loans/26 grants	\$6,142,963.13
2000	3 grants*	\$913,308.00
TOTAL 1998-2000		\$8,721,396.13
(* Bulk of year 2000 applications still under review)		

Indiana Railroads, Classes and Mileage (as of 9-1-00)

Name and Class *Mainline Track Miles*

CLASS I RAILROADS:

Amtrak	18
CSX Transportation	1,840
Grand Trunk - CN	81
Norfolk Southern Corporation	1,385
CP-SOO Line Railroad	94
Class I Subtotal	3,418

CLASS II RAILROADS:

Chicago, South Shore & South Bend	86
Elgin, Joliet & Eastern	35
Indiana Harbor Belt	46
Class II Subtotal	167

CLASS III RAILROADS:

Algers, Winslow & Western Railway Co.	16
A & R Line	27
Auburn, Indiana Port Authority	1
Beeline Railroad	10
C & NC Railroad	22
Central Indiana & Western Railroad Co.	9
Central Railroad Company of Indiana	71
Central Railroad of Indiana	81
Dubois County Railroad	16
Evansville Terminal Company	18
Fulton County Railroad	15
Honey Creek Railroad	14
Hoosier Southern Railroad	22
Indian Creek Railroad Company	5
Indiana & Ohio Railroad, Inc.	19
Indiana Northeastern Railroad	43
The Indiana Rail Road Company	120
Indiana Southern Railroad	170
J.K. Line, Inc.	16
Kankakee Beaverville & Southern	62
Kokomo Railroad, Inc.	13
Logansport & Eel River Short Line Co, Inc.	2
Louisville & Indiana Railroad Co.	107
Louisville, New Albany & Corydon Railroad	8
Maumee & Western Railroad	3
MG Rail, Inc.	8
Madison Railroad, Div. Of City Port Auth.	26
Michigan Southern RR Co., Inc.	11
Pigeon River Railroad Company	9
Southern Indiana Railway Corp.	8
Southwind Railroad	6
Toledo, Peoria & Western Railway Corp.	55
Wabash Central Railroad	25
Whitewater Valley Railroad	19
Winmac Southern Railroad	43
Class III Subtotal	1,100
Total System Mileage	4,685

Amtrak Routes

Currently 10 Amtrak trains travel through Indiana on a daily basis. (This totals 20 daily trips when counting trains traveling in both directions.)

High Speed Passenger Rail

The Rail Section has been actively involved in the planning and analysis of potential future higher speed passenger rail services throughout Indiana.

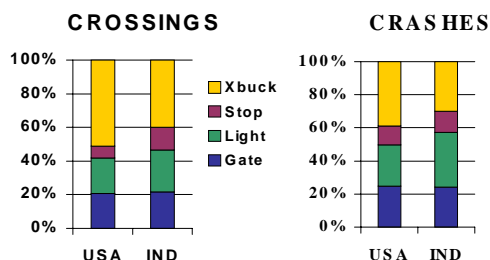
Railroad Crossing Safety Upgrades

Ten years ago, INDOT's budget for rail crossing signal projects was about \$5 million per year, which was enough for about 40 crossings per year (half of those on the state highway system). The budget now is about \$15 million per year, which is enough for about 100 crossings per year (nearly all on local roads, because most state highway crossings already have lights or gates).

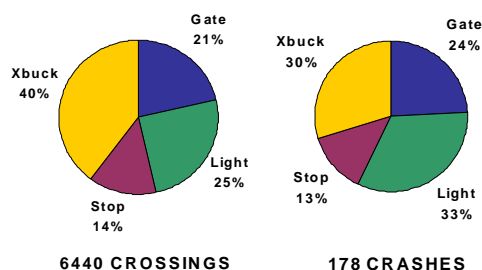
While the number of accidents has generally declined for more than 20 years, Indiana ranks fifth in the nation for total crossings and typically ranks between 2nd and 4th for number of accidents. Sadly, more than half of those crashes are at crossings that have flashing lights or gates. Warning devices are only effective if drivers obey them. While Indiana ranks high in crossing accidents, keep in mind that with somewhat less than 200 crashes and about 25 fatalities per year, rail crossings are actually a very small part of the overall highway crashes and fatalities each year.

In addition to the \$15 million on signal projects, INDOT also provides about \$500,000 per year to local agencies and railroads to assist them with replacing or updating crossbucks, stop signs, advance warning signs, pavement markings and other minor improvements at rail crossings.

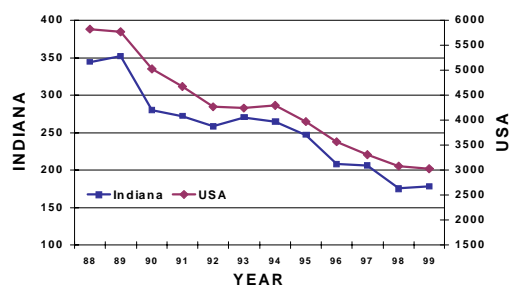
USA vs INDIANA - 1999



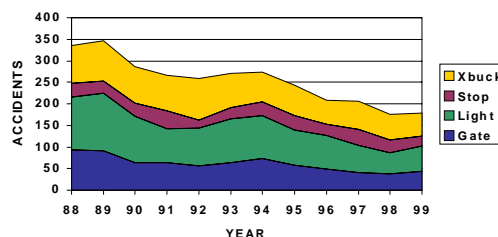
INDIANA - 1999 DATA



RAIL CROSSING CRASHES



INDIANA ACCIDENT TREND



Railroad Crossings



Advance Warning Sign

This sign warns that there is a rail crossing ahead. Motorists must obey the signs at the crossing and be prepared to take action as needed. Common warning devices at crossings include crossbucks, stop signs and flashing lights with or without gates.

Crossbuck Sign

When this is the only sign at a rail crossing, motorists must yield to any approaching train and cannot proceed through the crossing unless it is safe to do so.

Motorists must be prepared to slow down or stop if necessary to be sure that no trains are approaching. Failure to yield is a traffic violation.



Stop Sign--with or without a crossbuck

Motorists must always stop, look for and yield to any approaching trains and cannot proceed until it is safe to do so.

Failure to stop is a traffic violation.

Flashing Lights

Motorists must stop when the lights are flashing, and may not proceed unless it is safe to do so.

Failure to stop for flashing lights is a traffic violation.



Gates with Flashing Lights

Motorists must stop when the lights are flashing and the gate is down, and may not proceed until the gate is back up and the lights are off.

Driving around a lowered gate is a traffic violation unless directed to do so by a police officer or railroad official.